

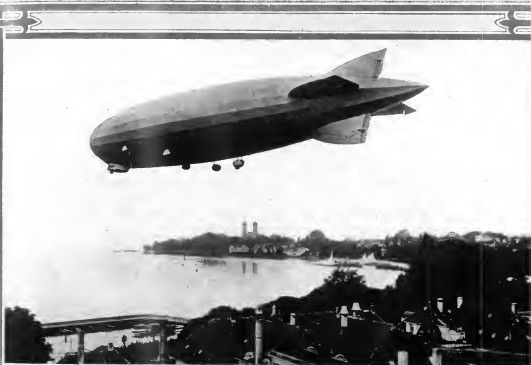
# AVIATION

*The Oldest American Aeronautical Magazine*

OCTOBER 6, 1924

Issued Weekly

PRICE 10 CENTS



The Zeppelin airship ZR3 on her trial flight over Lake Constance

*By H. H. Thompson*

VOLUME  
XVII

## SPECIAL FEATURES

NUMBER  
14

IMPRESSION OF AVIATION IN AMERICA

RESULTS OF FRENCH PARACHUTE COMPETITION

ROHRBACH GIANT MONOPLANE FLYING BOAT DESCRIBED

GARDNER PUBLISHING CO., INC.

HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

## 'Round the world with Valspar!



AMERICA'S air pilgrims were coming. At Mitchell Field, Long Island, a great crowd assembled to greet them. As the planes roared overhead, says the *New York World* (September 9), the Prince of Wales turned to Admiral Plunkett. "A fine flight," he said. "Are these the same planes that circled the world?" The Admiral nodded. "The same engines?" asked the Prince. "Well, some parts are new," replied the Admiral. "But the bodies are the same?" persisted the Prince. "Yes, the bodies are the same."

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VALSPAR



Crew of the *Endeavour* world plane at Dayton, Ohio.—The *Days and General Plunkett* at Mitchell Field. Photo by Underwood & Lothrop.



OCTOBER 6, 1924

# AVIATION

VOL. XVII. NO. 14

Published every Monday

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SENIOR MANAGER

Vol. XVII  
No. 14

## AVIATION

OCTOBER 6, 1924

No. 14

LAMAR L'ORRY  
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EDITORIAL ASSISTANT  
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### The Perfect Ending

**W**HEN the Board the World Flight landed at Boston, the general impression prevailed that the great achievement of the trip for all purposes of a practical kind, completed. The point the starting point at Seattle was more or less a common conception. It should not be overlooked that a major trip of those thousand miles with those planes and men exposed to every kind of weather for so long a time, was a triumph in itself.

The congratulatory message sent by the President to the first of the conference of the trip indicating that he would recommend to Congress that some recognition be given to the men who have made the trip will bring up the whole question of the single list of Army officers. The whole system of promotion in the Army is based on age and length of service as the primary, Civility, Obedience and Air Service officers are all in a "single list," and even the President lacks the power to make exceptional promotions, the prebendary of the Air Service is subordinate. Most of the younger officers took a longer course of training than officers of other branches and therefore were not recommended at an early date. They, therefore, are in an almost hopeless position as far as promotion is concerned while as their best flying years.

The Air Service is essentially a young man's service. The pilots are concentrating in their day's work dangers equal to those in war time, and yet they cannot hope to have any recognition until they begin to get harder of the flying service.

If President Coolidge wants to show how greatly he appreciates the success of the Around the World Flight he can bring to the attention of Congress at this time the special need of the Air Service for a separate list the same as the Army Medical Department. The World Flight was a part effort of the whole Air Service. In no way could the success of the flight be recognized more adequately than by making it possible for exceptional Air Service officers to be promoted for brilliant achievement.

### Naming Airplane Types

**F**ollowing the favorable response that has been received from the military regarding a more suitable system of naming planes, the military hopes that it has started a movement toward a more uniform type nomenclature.

An Air Service officer who occupies a position of importance in aeronautical engineering writes that he will suggest a nomenclature who does business with the government to give to plane some name which fits it. Even as well known to observe as he has difficulty in reading reports which are to be combined by letters and numbers printed lightly.

Aviation hopes that manufacturers will use the advantage to themselves, the government and the public of this suggestion, and give their type planes names that will easily identify them.

### Civilian Contributions

**I**t is generally considered that civil aviation in this country has contributed little to the design and development of airplanes. Naturally the Army and Navy, with their great appropriations, do the majority of development work, but there are certain exceptions which are really noteworthy.

Take the matter of the flying boat. This is a type of craft which has proved its usefulness and which all foreign governments are still working on. Since the war, however, the Navy has done generously in development along this line. They have put a modern wing and larger motors on a war type hull, but this is hardly a great step in advance.

Civilian aviation, on the other hand, has produced four flying boats, all of them with useful covered hulls, and three of them at least are quite modern departures from previous types either in this country or abroad. All four machines have had considerable success and at least enough to give reliable data for the development of new types.

First came the Luscombe Air Yacht which was primarily designed and first used for sport purposes. This Luscombe motorized monoplane carries four passengers and has a high speed of 120 mi/hr, and it broke the world's altitude record for a flying boat carrying passengers.

Next came the Aeromarine Type-ocean flying boat whose all-metal hull has afforded convincing proof to the United States of the advantages of this type of construction. The Aeromarine Model EO has proved that a flying boat with excellent flying qualities can be built to carry three passengers with a 70 hp motor.

Lastly, and undoubtedly the most refined of all, comes the all-metal flying boat built to the order of Mr. Vanderhulst by Moore, Booth and Threlkeld. This ship is built primarily for speed, and its construction is one of great interest to all aeronautical engineers.

These four contributions to the nation of aeronautical engineering in one particular field of proved usefulness show that civil flying has become and will continue to be of real value to civil construction. When the checks of supplies war material are exhausted, civilian aviation's contribution to the development of aviation will be still more pronounced. When our government must demand constantly better equipment so as to keep ahead of other countries, and these will be a rapid development along very valuable lines.















launching phase, it possesses several qualities for long range soaring and bombing. This is reflected in the U-2 which has been developed from it, and is known as a "three-purpose" type for the three duties mentioned above.

#### Naval Air Policy

The Secretary of the Navy has directed the Navy General Board to consider the recent developments in aviation for the purpose of recommending a policy with reference to the development and expansion of the Navy's air various branches, i.e., submarines, surface ships, and aircraft, with particular reference to the appropriations to be made at the coming session of Congress for these branches of the service. In connection with these recommendations the Board will seek information from experienced officers of both the Army and the Navy. Rear Admiral Moffett will act with the Board, but not as a member.

#### The Army's Thanks to the Navy

Secretary of the Navy Walter has received the following letter from Secretary of War Weeks thanking him for the Navy's cooperation in the World Flight.

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#### Naval Air Orders

Mr. William H. Dyer, det. Nav. Air Sta., San Diego, Cal.; to continue treatment, Nav. Hosp., San Diego, Cal.; Lt. Comdr. Stanley L. H. Hays, det. U.S. Public Health Commission and Department, Nav. Hosp., Wash., D.C.; Ensign Daniel W. Harrison, det. Nav. Air Sta., Pensacola, to keep duty flying; Lt. Charles E. Southworth, det. Nav. Obs., Wash., D.C.; to det. Jervis Navy Dept.; Lieut. Warner K. Dwyer, to duty navigating officer U.S. Public Health Commission, det. Det. of Aeronautics, Navy Dept.; to det. Jervis Navy Dept.

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IN aviation, one achievement has followed on the heels of another with such rapidity that the unbelievable of a decade ago has become the commonplace of today.

The untrepid aviator has soared aloft—seven miles above the level of the sea. He has raced through the air at a speed of 266 miles per hour, making the swiftest birds of the air seem sluggish in their leisurely flight. He has waved good-bye to New York at daybreak and glided to a safe landing on the California coast of the Pacific that evening. He has circled the Earth through the thin air above it.

But greater than these achievements is the service he and his fellows are rendering in carrying mails from coast to coast, flying reg-

ularly and on schedule, through rains and storms, day and night. They have reduced postal time between Manhattan and the Golden Gate from more than ninety hours to a scant thirty.

It was only as science produced improved craft that such things became possible. Working tirelessly in laboratory and hangar, science solved one problem after another and overcame each obstacle that presented itself.

The Standard Oil Company (Indiana) pioneering in this field, as it has in so many others, set its engineers and refiners to the task of developing and producing the fuels and lubricants which would serve most efficiently. That they were successful is evident, for many aviators use only

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These uniform and dependable aviation products are available at most flying fields throughout the middle west. The list of landing fields at which our aviation gasoline and oils may be had is given in our folder, "Plane Facts." You should ask for this folder and also for our 48-page book, "Aircraft Engine Fuel and Oils." Both will be sent free upon request.

## STANDARD OIL COMPANY

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## Publisher's News Letter

Of course, the one thought uppermost in the minds of the AVIATION staff is the visit to this country of Charles Gray of *The Aeroplane* of London. The reason of publishing has been broken in a most interesting way by the interchange of ideas with this distinguished representative of British aviation. In referring to Mr. Gray as representing English aeronautics solely would not be doing justice to his broad attitude toward world affairs. Fortunately he interprets those broader views in the terms of aerial possibilities and necessities. It is in this manner of treatment that has made his weekly comment in *The Aeroplane* the outstanding editorial material in the aeronautic press of the world. He is being welcomed in the United States by his many friends, some of whom he has known only by correspondence. His impressions which will appear in AVIATION will be of exceptional interest and have a very timely value.

There is no one in the aeronautical field who has made as complete a survey of aery and the effect of aircraft on them as Charles Gray. He is a firm believer in the airplane as "the first line of defense," succeeding the navy in this role. Just at a time when the President is considering the part battleships will play in future wars, it is probable that Mr. Gray's contributions to the AVIATION press will be read with the greatest interest. Mr. Gray has already asked one question that may cause some heated discussion. Naval officers who have asked the question, "Why should not the navy have its own air service?" have been met with a complimentary query, "Why should not the air force have its own navy?" After the first shock of such a novel proposition has been overcome, a more serious consideration will bring out many interesting points, controversial it is admitted, but forward looking in their purpose.

Another point that has interested Mr. Gray is what the United States is going to do with all its air records. Europe is looking at our achievements with envious eyes from an engineering standpoint, but when it is learned that those record breaking aircraft are not being used as the basis of a national air fleet movement takes the place of envy. While we are discussing the possibilities of air craft and the role they will play in our national defense, Europe is building airplanes by the thousands. In air efforts are leaders in the world-

ing of public opinion in aerial defense. A timely note of the record situation by Mr. Gray appears elsewhere in this issue.

By the time this issue appears the Dayton races and the Annual Convention of the N.A.A. will have been held. The next issue of AVIATION will be devoted exclusively to the races and the issue after will contain an account of the Convention. The races will furnish much material of interest even though no records are broken. Dayton has made the greatest possible effort to give visitors a splendid show.

The Convention of the N.A.A. will be the culmination of a year spent in securing membership. We hear that the 1935 mark is nearly reached, 2000 members coming from St. Joseph, Mo., alone. Such a showing is most encouraging and everyone is looking forward to a third year in the life of the Association with confidence that it will take its place as a factor in our National life.

It is very unfortunate that there are to be no international races in this country this year. After the hopes of the aeronautical world had been raised to a point of almost certainty, the withdrawals are disheartening to those who have been counting on real rivalry between British, French, Italian and American aircraft. Better luck next year!

One of the sad sides of great race meets in aviation as they are at present conducted is the absence of new equipment which is recognizable of achievement. In most instances when such efforts are held, publications assume to much advertising that they can publish credible items giving a comprehensive survey of the industry.

As all the races held recently have been sponsored by the government the aircraft industry has not had the incentive to build new airplanes nor engines that they would if the races had been held under European conditions. If the government would hold out as a prize to private contractors the prospect of industry for the development of aircraft which might see in these annual races, a new type of race must surely come into being.

Next year it is to be hoped that some such race will be made and then everyone including the aeronautical press will benefit.

## A Suggested National Air Policy

That a National Aviation Policy is needed by the United States is obvious. To get such a policy in concrete form AVIATION requested several thoughtful friends of aeronautical progress to make suggestive and constructive recommendations. Some of them are given below and will be printed each week with additions, omissions and such other changes as appear to be helpful toward the formulation of a sound national air policy. Readers of AVIATION and others can render no greater service to the cause of aeronautical progress than contributing their comments and suggestions.

### GOVERNMENTAL.

- A continuing program of aircraft development both governmental and commercial.
- A civilian, charged with characterizing national air policy, is needed in the Government. "Cabinet Aircraft" committees in the House and Senate to hold aircraft hearings where civilians as well as government officials can express their opinions. "Scraped off firm."
- A detailed aircraft budget for all Governmental Departments, and an annual statement of all expenditures.
- An experienced staff of flying officers at the head of all governmental air defense services.
- Consolidation of all procurement and experimental aircraft work of the government under one agency.
- "Co-ordination of the aircraft experimental development of the government facing procurement in the various branches themselves."
- Limitation of government manufacture to repair of aircraft and specialized work that cannot be done by private firms. "No limitation on experimental construction."
- The elimination of the duplication of aerial functions and facilities by government departments.
- A country-wide Air Mail system of trunk lines connecting the principal cities of the country. "National line for air mail pilots."
- Establishment of a National Airway System through cooperation of the Federal Government with States and Cities. "A landing field in every large city."
- A national aircraft law that will regulate aviation, administered by practical pilots and experienced aeronautical engineers. "Real Federal air police."
- Membership of the United States in the International Convention for Air Navigation.
- "Encouraged governmental appropriations for aerial development."
- "Encouragement of aviation rather than subsidy."

### COMMERCIAL AIRCRAFT OPERATION.

- Creation of commercial air lines by private enterprise or government subsidy.
- Encouragement of participation by private companies in aircraft races and competitions.
- Encouragement of the training of pilots by civilian schools.
- Crafting an Export de Corps among flying men all over the country by frequent gatherings at aviation meets.
- "Encouragement of solo and cross flying."
- "A continuing organization, including representatives of all important points of view in aeronautics, for the discussion of standards whose recommendations are desirable."

### INDUSTRIAL AIRCRAFT CONSTRUCTION.

- Recognition that a sound aeronautical industry is a prime necessity of our National Defense.
- An active industrial association that will coordinate the aircraft industry and defend it from attack.
- Encouragement of the designing of new types of aircraft by manufacturers by allowing them to retain their proprietary rights.
- Consolidation of manufacturing firms on specialized types of army and navy aircraft. "When production demands are heavy."
- Encouragement of research by contractors, universities and other agencies as well as by the government.
- Encouragement of an annual design competition for commercial aircraft.

### CIVILIAN.

- A national aeronautical organization composed of public spirited citizens that will take a strong position of leadership on national aeronautical policy. "Undivision of all aeronautical expenditures into one national association with chapters in all cities and towns."
- An Annual Aviation Week during which the country will think of aerial progress. "52 such weeks."
- The formation of local aviation clubs by firms for the purpose of stimulating flying in all localities.
- Encouraging the public to fly and patronize the air mail and transport facilities.
- "The encouragement of gliding and soaring schools, especially interscholastic."
- "Support through."



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When the Army Air Service decided to demonstrate to the world the mobility of American aircraft, they chose a Curtiss product.

Lieutenant Maughan's recent flight from New York to San Francisco between the hours of dawn and dusk was accomplished in a Curtiss designed and built Pursuit plane equipped with a Curtiss D-12 motor and a Curtiss-Reed one-piece duralumin propeller.

This threefold combination is indeed hard to beat, as each one preeminently leads its field. The plane of Curtiss design includes all the essentials necessary for high speed racing and high performance military aircraft, among which are:

Extreme maneuverability with comfort and visibility to the pilot at all times;

Multipar cellular wings, with covering of spruce planking instead of fabric—abrasion proof—no cloth covering to tear off;

Steel tubular fuselage with a readily detachable engine mounting;

Split axle type of landing chassis, in which shocks are

absorbed by rubber discs acting in compression. This chassis, although but a few months old, has already been adopted as the standard type.

Quickly detachable wing or cellular radiators eliminating resistance heretofore required for cooling;

Oil temperature regulator, which permits instantaneous starting, even in the coldest weather, and then maintains the proper temperature of the oil while in flight.

The Curtiss D-12 motor, in addition to holding all the speed records of the world, now has to its credit Lieutenant Maughan's achievement. On account of the small frontal area of the D-12 for the first time the size of the pilot rather than the engine controls the size of the fuselage.

The Curtiss-Reed one-piece duralumin propeller, the safest and most efficient propeller ever tested, is unaffected by hail or rain, tall grass, small particles, age or climatic conditions. It too has done its part in winning these high speed and endurance tests.

The Curtiss Pursuit as a fighting unit has no competitor in the world. It has set new standards for plane, motor, and propeller.

**On September 3rd Lieutenant R. C. Moffatt flew from Boston to New York in 58 minutes !**

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